अवध-असम एक्सप्रेस ट्रेन के दुर्घटना-पीड़ित लोगों को मुआवजा

294. **श्री रामदेव भंडारी:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) पूर्वोत्तर रेलवे के अंतर्गत अगस्त, 1993 में मैरवा स्टेशन पर अवध-असम एक्सप्रेस की हुई दुर्घटना में मृतकों की संख्या कितनी थी;

(ख) प्रत्येक मृतक के सगे-सम्बन्धियों को मुआवजे के रूप में रेल विभाग द्वारा कितनी धनराशि दी गयी थी;

(ग) क्या सभी मृतकों के परिवारों के लोगों ने मुआवजे की राशि प्राप्त कर ली है;

(घ) मृतकों के कितने परिवार ऐसे हैं जिन्होंने मुआवजे की राशि प्राप्त नहीं की है; और

(ङ) क्या रेल विभाग उन्हें मुआवजा देने की दिशा में कोई कार्यवाही कर रहा है?

रेल मंत्री (श्री सी० के० जाफ़र शरीफ़): (क) 3.8.93 को पूर्वोत्तर रेलवे के वाराणसी मंडल के छपरा-घटनी खंड पर मैरवा स्टेशन पर 5609 अवध-असम एक्सप्रेस की दुर्घटना में 23 व्यक्तियों की जानें गईं तथा 2 को गम्भीर चोटें आईं।

(ख) से (ङ) दुर्घटना के तुरन्त बाद मृतकों के आश्रितों को अनुग्रह राशि के रूप में 1,84,000 रुपये का भुगतान किया गया था। अभी तक मुआवजा दावों के 18 मामले दायर किये गये हैं। रेल प्रशासन द्वारा दावाकर्ताओं को रेल दावा अधिकरण द्वारा मामलों पर निर्णय दे दिए जाने के बाद मुआवजे का भुगतान किया जायेगा।

Formulation of 20 year road development plan

295. SHRI BHAGABAN MAJHI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether his Ministry has formulated a 20 year Road Development Plan;

(b) if so, the details of such plan;

(c) the fund provision made including the external assistance sought for complementing such 20 year Road Development Plan; and

(d) the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Presumably, the Hon'ble Member is referring to the 20 Year Road Development Plan (1981-2001) drawn by the Indian Roads Congress which is a registered society under the Registration Act of 1860. The recommendations/targets enunciated in this Plan document are basically recommendatory in nature and are intended to serve as reference for the formulation of the Five Year Plans etc.

(c) and (d) Constitutionally, the Government of India is primarily concerned with the roads declared as National Highways only and development and maintenance of the National Highways is a continuing activity. The development works are, however, taken up keeping in view the various factors including overall availability of funds from year to year under Five Year Plans. This also includes the funding of certain projects under external loan assistance programme.

Introduction of Floating Jetties

296. SHRIMATI KAMLA SINHA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that Government are planning to introduce floating jetties for 11 Indian ports;

(b) if so, whether these will be ordered to and procured indigenously;

(c) whether it is a fact that the Mazgaon Docks have the infrastructure and technical know-how for such projects; and

(d) if so, whether Government would get these Jetties from Mazgaon Docks Limited, if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir. The concept of having floating jetties has been studied and this alternative is reported to be,

prima facie, economical and suitable for busy ports.

(b) to (d) Mazgaon Docks Limited is reported to have the infrastructure and technical know-how for such projects. However in the absence of any formal proposal for procurement of floating jetties from any Major Port, no decision about the source of procurement has been taken.

Conversion of telephone exchanges into electronic exchanges in Gujarat

297. SHRIMATI ANANDIBEN JETHABHAI PATEL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the names of such telephone exchanges in Gujarat which have not yet been converted into electronic exchanges so far;

(b) by when these are likely to be converted; and

(c) the names of places where Government have decided to instal new electronic exchanges during 1995-96?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) As per statement-I (*see* below):

(b) Exchanges at:

(A) Sl. 1 to 10 in Annexure I are to be replaced in 1995-96.

(B) Sl. 11 to 14 are to be replaced in 1996-97.

(C) Sl. 15 to 58 shall be replaced on expiry of their useful life at a later date.

(c) As per Statement II subject to availability of infrastructure and equipment.

Statement-I

Names of electro mechanical exchanges in Gujarat

Sl. No.	Name of exchange	District/SSA	Type of exchange	Capacity
A. 1.	Ahwa	Valsad	Max-II	200
2.	Ahmedabad-Central	Ahmedabad	Max-I	2100
3.	Atul	Valsad	Max-II	400
4.	Dakor	Kheda	Max-II	400
5.	Godhra	Panchmahal	Max-II	1500
6.	Kalol	Mehsana	Max-II	2500
7.	Lamba Bunder	Jamnagar	Max-III	30
8.	Navagam (JMN)	Jamnagar	Max-III	50
9.	Palanpur	Banaskantha	Max-II	2400
10.	Valsad	Valsad	Max-II	2400
B. 11.	Ahmedabad-RLP-I	Ahmedabad	Max-I	10000
12.	Botad	Bhavnagar	Max-II	800
13.	Baroda-City X' Bar	Vadodara	Pentagonta X' Bar	1200
14.	Baroda-Fatehganj	Vadodara	Max-I	3000
C. 15.	Ahmedabad '39' Exge.	Ahmedabad	Pentagonta X' Bar	7500
16.	Ahmedabad-Naranpura	-do-	PC X' Bar	5300
17.	Ahmedabad-Naroda	-do-	-do-	7000
18.	Ahmedabad-Navrangpura-I	-do-	-do-	10000